

INFORMATION REPORT

CD NO

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PLACE
ACQUIRED
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INFO.

NO. OF PAGES 3

REQUIREMENT
NO. OF ENCLS
(LISTED BELOW)

SUPPLEMENT TO
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

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Attached is forwarded as received.

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Comment: Throughout the report, read Nawa for Nawa and Zhdanov for Shdanov.

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CLASSIFICATION S-E-C-R-E-T

STATE	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	NSRB	DISTRIBUTION						
ARMY	<input checked="" type="checkbox"/>	AIR	<input checked="" type="checkbox"/>	FBI							

CLASSIFICATION SECRETCOUNTRY USSR -2- REPORTTOPIC Harbor Installations in Leningrad

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EVALUATION PLACE OBTAINED 25X1DATE OF CONTENT DATE OBTAINED DATE PREPARED 22 July 1955 25X1REFERENCES PAGES 2 ENCLOSURES (NO. & TYPE) REMARKS

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1. On 10 June 1955, seven or eight submarines were moored alongside the wharf of the Sudomekh Shipyard in the Newa River. The submarines were of different sizes. the largest one, was berthed a little apart from the remaining submarines. All these submarines were believed to be no new vessels as their coat of paint showed traces of wear. It was stated that some skin plates had been removed and frames had been minium painted. No twin-mount guns were seen on any of the vessels. About 14 to 15 unpainted and rusty hull sections (courses) for submarines were lying side by side in groups of three on the premises of the shipyard upstream from the berths of the submarines. No construction work or assembly of new submarines could be observed in the shipyard from the opposite bank of the Newa River. 25X1
2. It was difficult to get a clear insight into the Baltic Shipyard from the road running along the bank of the Newa River. Nevertheless, four submarines moored abreast of each other were observed from the road. They seemed to be recently completed by the shipyard. A new warship, between 200 and 240 meters long, with a raked stem and stepped bridge superstructures were moored a little downstream from the Baltic shipyard. The deck was raised amidships. The ship did not yet have her smokestacks, masts or armament. Some of the bridge structures were minium painted, while other parts were still unpainted. The ship was serviced by three or four cranes. 25X1
3. No vessels were seen in the large shipyard basin of the Shdanov yard, nor were any vessels berthed alongside the wharf in front of the shipyard. The wreck in front of the shipyard basin was still lying there pulled across the entrance to the basin only so far as to permit the passage of small launches or service boats.
4. The Shdanov shipyard could be observed from 3 to 5 June 1955. Since the large basin belonging to the shipyard area was closed except for a small passage for boats by a wreck, it was rather difficult to get an insight. This wreck seemed to serve as a sort of gate which could be moored across the basin as required. This wreck was a former merchant ship which was apparently hit by a mine or torpedo hit in her bows. This damage was repaired just to keep her afloat.

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Some building slips located near the shipyard basin, seemed to be entirely neglected. They were not used and apparently will no longer be used. No vessels were observed in the shipyard basin closed by the wreck. A large workshop building located in the premises of the shipyard seemed to be in operation as the glare of cutting and welding torches could be observed through the windows during the night. This workshop hall which had a flat slightly sloping roof was about 200 meters long and 60 to 70 meters wide, one third of it being bricked and two thirds glazed.

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